

Claims

1-12 Canceled

13. (New) A method for assisting a driver of a vehicle in a steering activity, the method comprising:

applying an additional steering torque, wherein the additional torque is provided to assist a driver in maintaining the vehicle in a single lane

14. (New) A method according to claim 13 further comprising:

determining a current lane in which the vehicle is moving; and

giving a steering recommendation to the driver of the vehicle based on the additional steering torque applied to the steering wheel so that the driver of the vehicle remains in the current lane.

15. (New) A method according to claim 13 further comprising:

determining a manual torque MH applied by the driver of the vehicle to the steering wheel, wherein the additional steering torque applied to the steering wheel is variable as a function of the manual torque MH.

16. (New) A method according to claim 15 further comprising:

the determining of the manual torque applied by the driver of the vehicle to the steering wheel over is done over a longer period of time; and

determining a driver steering intent according to a characteristic of the manual torque over time, wherein the additional steering torque applied to the steering wheel is variable according to the determined driver steering intent.

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17. (New) A method according to claim 16, wherein at least a maximum value for the additional steering torque applied to the steering wheel is predetermined; the manual torque applied by the driver of the vehicle to the steering wheel is determined continuously; and the maximum assistance torque is adapted dynamically to the manual torque currently being applied by the driver of the vehicle to the steering wheel.
18. (New) A method according to claim 15, wherein at least one lower limit value of the additional steering torque applied to the steering wheel is predetermined; the manual torque applied by the driver of the vehicle to the steering wheel is determined continuously; and the manual torque applied by the driver of the vehicle to the steering wheel is compensated by an additional compensation steering torque when the determined manual torque does not exceed the lower limit value.
19. (New) A method according to claim 18, wherein a signal of the manual torque applied by the driver of the vehicle to the steering wheel is filtered by a low pass filter.
20. (New) A method according to claim 19, wherein the low pass filter is of a first order low pass filter.
21. (New) A method according to claim 15, wherein at least one lower limit value of the additional steering torque applied to the steering wheel is predetermined; the manual torque applied by the driver of the vehicle to the steering wheel is determined continuously and a lane-holding steering torque which is necessary to guide the vehicle in the current lane is limited to a maximum value at least approximately linearly with an increase in manual torque when the determined manual torque exceeds the lower limit value.

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22. (New) A method according to claim 15, wherein at least one upper limit value of the additional steering torque applied to the steering wheel is predetermined; the manual torque applied by the driver of the vehicle to the steering wheel is determined continuously and a desired steering torque which corresponds to a driver intent after a steering intervention measure is set when the determined manual torque exceeds the upper limit value.
23. (New) A method according to claim 15, wherein the manual torque applied by the driver of the vehicle to the steering is determined continuously; a lane-holding steering torque which is necessary for guiding the vehicle in the lane is regulated; at least one upper limit value for the additional assistance torque applied to the steering wheel is predetermined and the lane-holding steering torque is reduced, to approximately the value 0 according to a predetermined function.
24. (New) A method according to claim 24, wherein the predetermined function is a time-controlled ramp function.